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RESERVIST

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REAR ADMIRAL WAESCHE TO HEAD RESERVE

Rear Admiral selectee Russell Randolph WAESCHE, Jr., will soon report to headquarters, relieving Rear Admiral Charles TIGHE as Chief, Office of Reserve. Rear Admiral TIGHE has departed for Cleveland, Ohio to assume his duties as Commander, Ninth Coast Guard District.

CAPTAIN WAESCHE comes to the Office of Reserve with an impressive record of past Coast Guard service. He received his commission as ENSIGN on 8 June 1936 from the Coast Guard Academy, and thereafter served his earlier assignments afloat in Pacific and Alaskan waters on board the Coast Guard Cutters SHOSHONE, HAIDA, and ONONDAGA. He was detached from his engineering duties aboard the Cutter TANAY at Honolulu in December 1941, to serve the first two years of World War II as assistant inspector on the construction of the CACTUS, MESQUITE, and IRIS class of 180-foot buoy tenders at Duluth, Minnesota.

From July 1943 to June 1944, he was assigned as Commanding Officer of the Cutter MOJAVE on the war-time Greenland Patrol. During the remainder of the war he commanded the Destroyer Escort USS CAMP (DE-211) on convoy escort missions between New York and England, and later received a Commendation Ribbon for that duty.

Beginning in the fall of 1945, CAPTAIN WAESCHE served two years as Planning and Control Officer of the



see RADM WAESCHE on page 2



RUSSIAN SPEAKING RESERVIST ASSISTS IN DRAMATIC RESCUE

Valerian Peter KUSENKO, HM1, USCGR, a Russian speaking reservist, played a vital role in translating for an injured Russian fisherman, Vasily Petrov. The fisherman suffered a severe accident aboard the Soviet vessel Rubens, and was air lifted by Coast Guard helicopter from his ship to the Coast Guard Training Center at Cape May, New Jersey, where KUSENKO was serving his annual two weeks ACDUTRA.

The Russian fisherman had lost his right arm above the elbow in some type of conveyor apparatus aboard the Rubens, and was not hospitalized at the Burdette Tomlin Memorial Hospital in Cape May until at least seven hours after the accident. KUSENKO related that Petrov must have been a very strong man to have been able to endure such an ordeal.

KUSENKO is a graduate of a druggist school and a business school in Austria, however he was born in Rumania and became a U. S. citizen in 1960. He served in the U. S. Army for two years and joined the Coast Guard Reserve in March 1961.

For KUSENKO, his being able to help the Russian exemplified the mission of the Coast Guard. He stated, "I enjoy the Coast Guard because of just what happened the other day, to put it in a nutshell, I feel very, very humanely about it. I cast aside everything else. I was ready to do my utmost to carry out this duty. It was a privilege for me to do this for the Coast Guard as a citizen."

KUSENKO is a member of OR-TUAG 03-83254 Trenton, New Jersey, and in his civilian life is employed by the Thiokol Chemical Corporation in their research division.

RECORD OF EMERGENCY DATA (CG-4113)

Periodically one reads an account of the injury or death of a serviceman. Do you ever stop to think what frustrating delays the military encounters trying to contact the next of kin when the latter has moved or died since the man last completed a Record of Emergency Data? And has he overlooked his moral responsibilities to provide for his wife and children because he neglected to change his beneficiaries since enlistment or remarriage?

A Coast Guard Reservist was killed recently while on two weeks ACDUTRA. Others have been hospitalized after accidents during scheduled drills. These sobering facts should remind all Reservists to review their latest Form CG-4113 at their units (or at the district if not assigned to a drilling unit) to verify the accuracy of the information recorded and assure themselves that they have designated their beneficiaries properly. Only persons so named will receive any unpaid pay and allowances and gratuity pay which may be authorized.

RADM WAESCHE—from page 1

then existing Fourth Coast Guard District, Philadelphia, Pennsylvania. That was followed by a tour of duty as commanding officer of the buoy tender IVY, based at Miami, Florida. In June 1948, he became Director of Auxiliary, Ninth Coast Guard District, Cleveland, with collateral duty as Public Information Officer of the district added a year later.

He next commanded the Cutter CASCO (WAVP-370) on ocean station patrol in the North Atlantic out of Boston from April 1952 to July 1954. During the following four years he served as Administrative Aide to the Commandant of the U. S. Coast Guard in Washington, D. C.

In July 1958, CAPTAIN WAESCHE was stationed in London, England, as Senior Coast Guard and Merchant Marine Detail Officer, Europe. After returning to the States in August 1960, he commanded the icebreaker NORTHWIND, based at Seattle, on Alaskan and Arctic missions. In October 1962, he became Captain of the Port in Seattle.

When he reported at the Eighth Coast Guard District office in New Orleans in July 1964, he was first assigned as Chief of Operations for six months before assuming his current post as Chief of Staff of that district.

In addition to the Commendation Ribbon, CAPTAIN WAESCHE has the following World War II campaign service medals and ribbons: Pre-Pearl Harbor Medal (sea duty); American Area, European-African-Middle Eastern Area; World War II Victory. He also has the National Defense Service Ribbon covering the Korean War period, and has the Expert Rifle and Expert Pistol Shot Medals.

Following is a resume of his appointments in rank: ENSIGN, 8 June 1936; LIEUTENANT (jg), 8 June 1939; LIEUTENANT, 25 May 1942; LIEUTENANT COMMANDER, 8 December 1942; COMMANDER, 18 August 1945; CAPTAIN, 1 July 1958;

REAR ADMIRAL, 1 July 1966.

CAPTAIN WAESCHE is the son of the late ADMIRAL Russell Randolph WAESCHE, USCG, who served as Commandant of the U. S. Coast Guard from 1936 through 1945.

CAPTAIN WAESCHE is married to Janet Elizabeth Thorn of Greenport, New York, and they have three children, Judith A., Marilla B., and Russell Randolph III.

Special For SPARs

Many SPAR officer and enlisted personnel of World War II who were credited with "lost time" by Congress for the period 25 July 1947 to 31 October 1949 may now be qualified for the Coast Guard Reserve medal and some may have earned the "hour-glass" to be attached to the ribbon.

The inclusive dates are "good" years when computing service for determining eligibility for the award. Those SPARs who had been authorized to wear the ribbon (based on a ten-year Reserve affiliation commencing after October 1949) may request that the date of eligibility be corrected to compensate for the additional years. In many instances this could advance the date as much as six years. In turn those SPARs would now be entitled to wear the hour-glass decoration provided they have met certain requirements in addition to membership since 1956. Requests for either award should be made on Application for Armed Forces Reserve Medal Form CG-3356.

Correction on DEXTER Story

A former Commanding Officer of the CGC DEXTER, CAPT S. M. HAY, USCGR, has advised that our story in the February-March RESERVIST about the DEXTER should be corrected. It was stated in the article that the DEXTER saw Ocean Station

see CORRECTION on page 4

THIRTY NEW RESERVE CAPTAINS

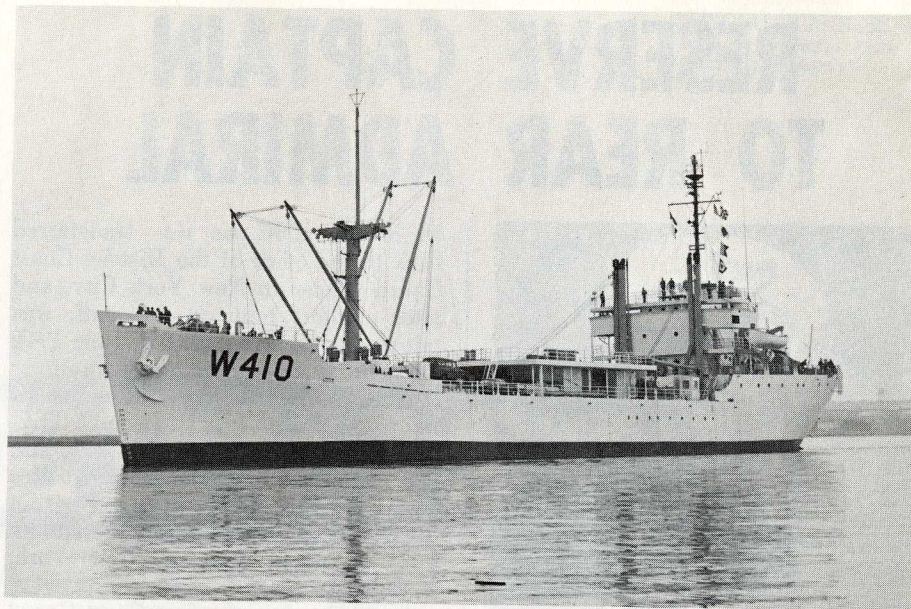
The Commandant convened a Reserve Officer Board on 7 March 1966 to select reserve officers in the grade of Commander to Captain. The board recommended that the following named officers be promoted to the permanent grade of Captain, U. S. Coast Guard Reserve:

DALE, Carlos K. 36071
WING, Edward G. 36111
GASEAU, Norman A. 36128
SWEENEY, Francis P., Jr. 36133
HEATH, Howard K. 36155
SMITH, Robert C., Jr. 36312
JOHNSON, Edward J. 36330
ROBINSON, Walter G., Jr. 36354
CROSBY, James R. 36385
COUNCILL, John W. 36394
HANKS, Charles J. 36417
WIELERT, Joseph V. 36430
THORBJORNSEN, Melvin 36478
SPRINGER, Doris V. 90135
PIGGINS, Frederic F. 36544
MUENCH, Norbert W. 36546
WEIBUST, Warren S. 36555
KELSEY, Harry M. 36569
DYKEMA, Henry C. 36584
BEACHAM, John F., Jr. 36637
FRASER, Donald S. 36670
ABRAMS, Murray 36688
LORBERG, Martin G., Jr. 36702
ROSEMERGY, John C. 36706
BRUSH, Homer C. 36714
SHELDON, Clarence D. 36715
BLENKHORN, Frank M. 36718
MITTENDORFF, William I. 36720
WALTER, Stanley B. 36721
PETZOLD, Richard A. 36732



COAST GUARD DEADEYES—
These crack pistol shots, all recently awarded the Coast Guard expert pistol medal for firing not less than 300 out of a possible score of 400, are members of the Portland, Oregon, Port Security Unit 13-83893 commanded by LCDR R. McKENZIE.

Left to right they are: Ted Megert, Chief Gunner's Mate; Lt. Commander Ralph Preston; Lyle Otto, Fire Fighter 1st Class; Jack Laurence, Machinist's Mate 1st Class; Edward Bernhardt, Electronic's Technician Second Class.



USCGC COURIER COMMISSIONED AT YORKTOWN

Representative Thomas N. Downing, RADM Oscar C. ROHNKE Commander, Fifth Coast Guard District, and RADM Charles TIGHE, Chief, Office of Reserve, headed a list of distinguished guests as CAPT O. R. SMEDER, Commanding Officer, U. S. Coast Guard Reserve Training Center, Yorktown, Virginia, commissioned the COURIER under the command of CDR Richard T. HOULETTE in Yorktown on Saturday, 30 April 1966.

The COURIER will serve as a mobile support base for approximately 7,000 Coast Guard Reserve port security personnel on two weeks active duty. Her area of operation will cover the East Coast, the Gulf of Mexico and the Great Lakes; her homeport will be Yorktown. With accommodations for over 250 trainees, patrol boats and communications equipment, she is fully self-supporting. The ship will not take Port Security reservists on cruises, but rather will provide a means to conduct operational training with practice in dockside handling of dangerous cargo and in the inspection of piers, warehouses, cargo ships and tankers. Her length is 339 feet, displacement 5,926 tons, and she has a steaming radius of approximately 14,500 miles. COURIER is manned by a crew of nine officers and forty-two enlisted men.

The COURIER was built in 1945 as a CI-M-AVI type cargo ship; in 1952 she was converted into a relay radio station for the Voice of America, and was operated by the Coast Guard for the United States Information Agency at Rhodes, Greece. At that time, she contained the most powerful radio transmitting equipment ever installed in a vessel. Upon the completion of

a shore transmitter in Rhodes, the COURIER returned to the United States in August 1964 and work was begun to convert her into a Reserve Training vessel.

see COURIER on page 4

Cold War GI Bill

Of interest to many present and former members of the Coast Guard Reserve is Public Law 89-358 enacted on 3 March 1966. It is known as the "Veterans Readjustment Act of 1966." Benefits include educational assistance, home and farm loans, veterans' preference, flags for deceased veterans, Soldiers' and Sailors' Civil Relief Act, job counseling and employment placement service, disability benefits and medical care for eligible veterans.

Information as to individual eligibility may be requested from the nearest Veterans Administration office or by writing to the Veterans Administration Benefits Office, 1717 Massachusetts Avenue, N.W., Washington, D. C. 20420. Literature available includes the following:

VA Pamphlet 21-66-1
Educational Assistance for Veterans and In-Service Personnel

VA Pamphlet 26-66-1
Summary of Loan Benefits under the Veterans Readjustment Benefits' Act (PL 89-358)

VA Pamphlet 06-66-1
Hospital and other Provisions of the new GI Bill

VA Form 21 E 1990
Veteran's Application for Program of Education

RESERVE CAPTAIN TO REAR ADMIRAL



CAPTAIN Leon G. TELSEY, 35364 US-CGR-R on 2 May 1966 was nominated by President Johnson to the grade of Rear Admiral.

RADM TELSEY was born in Brooklyn, New York on 18 April 1907, attended local elementary and high schools, and received his Bachelor of Arts degree in 1927 from Cornell University. He then entered Harvard Law School and received his Bachelor of Laws in 1931.

He then became associated with the law firm of Kugel and Telsey in New York City, and remained with this firm until 1934 when he accepted a position in the legal department of the New York City office of the Reconstruction Finance Corporation. He served as Assistant Chief and later as Chief of the legal department. He resigned from this position during World War II to enter the military service of the United States.

Leon G. Telsey was commissioned a Lieutenant in the United States Coast Guard Reserve in April 1943. His first duty station was on the staff of the District Coast Guard Officer, 3rd Naval District, New York, New York, where he was assigned as training officer in the Auxiliary Division. During this tour of duty he authored several manuals and pamphlets designed for use as training aids within the Coast Guard. In January 1945, he was assigned to duty afloat aboard the U.S.S. GENERAL M. C. MEIGS, a Coast Guard manned transport vessel operating principally in the European Theater. While serving as Assistant Navigator and later as Navigator board this vessel, he was promoted to the grade of lieutenant commander.

In March 1946, he was transferred back to the office of the District Coast Guard Officer in New York City, and after a short tour on the staff, was released from active duty in June 1946 pursuant to general demobilization.

After his release from active service following World War II, Leon G. TELSEY rejoined his former law firm and has continued in the private practice of law. He is presently a partner in the law firm of Telsey and Lowenthal, 641 Lexington Avenue, New York, New York.

In 1949, when the first Coast Guard Reserve volunteer training unit to be formed in the New York City area was commissioned, he was assigned to duty in that unit, and has maintained a continuous membership in Coast Guard Reserve training since that time. He is currently assigned to VTUO3-88125 in New Rochelle, New York. He served as commanding officer of this unit from 1 July 1951 to 30 June 1952, and again from 1 July 1963 to 30 June 1964. During the period of his membership in Coast Guard Reserve training units, he was promoted to the grade of Commander in 1955, and to the grade of Captain in 1962. In addition to his attendance at regularly scheduled drills, he successfully completed correspondence courses in 15 of his last 16 years of service, and has performed a minimum of 12 days of active duty for training during six of his last eight years of service. Further, he has earned in excess of 50 points creditable for retirement purposes during each of his anniversary years subsequent to his release from active duty following World War II.

DRILL ATTENDANCE March 1966

Officer Average	99.3%
Enlisted Average	91.4%
National Average	92.4%
Highest District 5CGD	96.1%

CORRECTION—from page 3
duty in the Atlantic from 1946 until she was transferred to Alameda in 1953. Actually the DEXTER was on Ocean Station until her decommissioning in 1952, and was laid up at the Coast Guard Yard in December of 1952. She remained in moth balls until 1957 when work was started to re-engine her for her commissioning in 1958.

The Coast Guard RESERVIST

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ADMIRAL E. J. ROLAND

Commandant, U.S. Coast Guard
CAPTAIN E. G. CARDWELL,
USCGR

Acting Chief, Office of Reserve
ENS T. J. HOUSE
Editor

All photographs are official Coast Guard material unless otherwise designated.

DRILL ATTENDANCE April 1966

Officer Average	96.4%
Enlisted Average	90.5%
National Average	91.2%
Highest District 13CGD	94.9%

COURIER—from page 3

As recently as 10 years ago, the Reserve had no cutters in service. Two 311-foot former seaplane tenders, the UNIMAK and the DEXTER, were acquired in 1958 as Reserve ships. In the last two years increased emphasis has been given to the Reserve Training fleet. The TANGER was acquired in 1964 and the LAMAR was added in 1965.

The COURIER's CAPTAIN, CDR HOULETTE, served as prospective commanding officer of the COURIER for the reactivation period beginning in July 1965. Earlier he had served as officer in charge of the Merchant Marine Safety School at Yorktown. A veteran of World War II, he received the Philippine Liberation and Merchant Marine Combat Medals while serving in the Army, Air Force and Merchant Marine. Before World War II, he served in the Merchant Marine as an unlicensed deck officer, and after the war as a licensed officer aboard various ships. Commissioned in 1952, he served in inspection offices in Oregon, Alaska and Wisconsin.

LCDR William F. MERLIN is serving as the ship's Executive Officer. He is a 1956 graduate of the Coast Guard Academy, and a native of Tampa, Florida. LCDR MERLIN served as operations and security officer at the Reserve Training Center before reporting to the COURIER in August 1965.